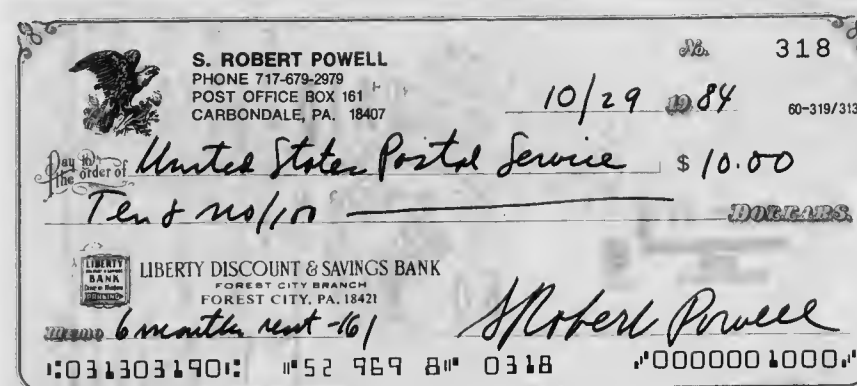


11-15-1984-P.1



Scranton Times, 11-13-1984-P.3

Proposal for Railroad Authority Is Getting Some Solid Backing

Creation of a Lackawanna County Railroad Authority won unanimous approval of witnesses appearing at a public hearing in the county Administration Building this morning.

The authority would own and operate nearly 25 miles of the former Delaware & Hudson Railway mainline between Minooka and Simpson which the county is now in the process of buying.

Much of the support came from the Upvalley, an area threatened with total elimination of rail service if the county plan does not succeed.

Attorney Larry Malski, county general counsel for rail transportation, presided at the hearing and outlined the proposed acquisition to the nearly 20 persons attending.

Under the tentative agreement already reached, Malski said, the county would pay the D&H \$1.5 million for the line, with 10 percent down and the railroad holding a 10-year mortgage on the remainder.

The D&H has insisted on creation of the authority to serve as the "vehicle" through which the entire transaction would be handled.

In addition to the rail line, Malski said, the county would obtain title to a large amount of real estate including the freight house on Wyoming Avenue.

Malski said the authority would have revenue from leases and licenses for property along the line, the company selected to operate the line and from tourist excursions to help meet the annual mortgage payments.

Money for the downpayment is included in the county's tentative 1985 budget.

Those who testified in favor of creating the authority were Robert Powell, president of the Carbondale Historical Society and Museum; Robert Davis, Carbondale city manager; Steven K. Smith, manager of the Ethyl Corp. plant at Carbondale; Michael Pomous of Gentex Corp., Carbondale; Justus Hart, president of the Chesapeake Corp., Scranton plant, and Richard Kane of Kane Warehouse, Scranton.

Smith said that since the D&H placed an embargo on the former mainline between Scranton and Carbondale, Ethyl Corp. has had to unload raw material at Taylor and transport it by truck to the upvalley plant. As a result, he said, the company has incurred added expenses.

Ethyl Corp., the plant manager told the hearing, is committed to the county rail program and stands ready to pay its "fair share."

The Upvalley's role in development of the nation's first economically viable railroad - the D&H Gravity - was cited by Powell. He said railroads brought prosperity to the Carbondale area and, "Now it is time for the railroads to bring prosperity back to Lackawanna County."

Railroads must be revitalized so this region can once again become "part of the world," Powell asserted.

He especially cited the need for enhancing the area's rail-related tourist business and said county operation of the D&H line - which runs through the backyards of the valley - could be a stimulus to such activity.

Davis said continued rail service to the Upvalley is essential to Carbondale's plans to create an industrial park in the 115-acre D&H yards in that community. The city, he said, "wholeheartedly supports" the county plan and has included money in its capital budget for crossing improvement.

Gentex, according to Pomous, is not presently served by a railroad siding, but it is interested in obtaining such service.

The company, one of the fastest growing operations in the county, once was served by the now-defunct New York, Ontario & Western Railroad. There has been discussion of rebuilding the O&W siding and linking it with the line the county proposes to buy.

"If we had rail service available, it would be very advantageous," the Gentex official testified.

In backing creation of the authority, Kane said his company recently began construction of a \$2.1 million freezer. If the company had been aware of any possibility that the railroad would cease to exist, he said, officials would have considered building elsewhere.

Chesapeake Container, which has a plant at 301 Green Ridge St., currently is served by a D&H siding from the former Green Ridge Yard. Loss of the service, Hoyt said, would result in disruption of operations and payroll at the facility.

Commissioners Joseph Corcoran and Ray Alberigi attended the session. They have called a special meeting of the commissioners for Wednesday to act on creation of the authority.

Corcoran told those at the hearing of the work that has gone into reaching the tentative agreement with the D&H. "It has all been worthwhile," he said.

I clipped this article from the Pullin copy of the Times.

The story on the hearing that was attended by SRP, KJT, Hank, and John N. Kiefer, Jr.

SRP - mentioned in Column 2 of the article. Very favorable exposure for the C/H & M and for SRP.

No substitute teaching call again this morning. I was quite surprised -- and a little disappointed because I was largely prepared to be called. No teaching this week at all, in fact. Monday was a National Holiday; Tuesday I went to Scranton to testify at the Rail Users' hearing (see above clipping); no calls Wednesday or Thursday. Slept well -- got up around 10 AM and spent a very very productive six hours at my desk: revision/addition/correction to PN-I-1978. I began to write to clarify/re-form the Clinton Center Pioneer Pays/Grinwell

11-15-1984-P.2

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IMPORTANT: THE SUPPLY OF THESE CARDS IS LIMITED

Fill in the information below to reserve as many cards as you will need. Act NOW - Orders will be reserved as received.

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I would like to reserve _____ boxes of full color Christmas cards.

() I have enclosed payment (Check one)
() I will pay for them upon receipt.

Name _____
Address _____

Reunion sections -- that will require one or two more complete days to sort through/re-form. Some time around the first of the year I expect to have the revised & updated edition of PN-I microfilmed.

Transformed my tent into a "Yurt" around/bui: I have placed various drops & Curtains & clothes on the outside of the tent in order to hold more heat inside: a significant difference in heat retention is very apparent. The daily adventure continues.

Comm Par meeting - 7 PM -

Pullin and I were the only ones present; the others all had various feeble excuses. The 1984 Comm Par program will begin on 11/25/84 & will terminate/conclude on 12/23/84. I tried to make it to the Post office by 6 PM but arrived 5 minutes late; went to the Grocery Store, purchased \$2.25 worth of Kerosene, put \$5.00 worth of gas in the car.

The OBC Christmas Cards look fine. Picked up an order form at the Church tonight. I will purchase a box "sans" message -- i.e. note paper.